SAILING DIRECTIONS CORRECTIONS

PUB 140 1 Ed 1997 LAST NM 52/99

Page 59—Lines 40/L to 62/R; read:

English Channel Regulations

MAREP, a voluntary ship reporting system, is operational within the English Channel and the Dover Strait. Vessels are requested to report to the appropriate shore station when approaching the following:

1. Traffic Separation Scheme (TSS) situated off Ouessant.
2. Traffic Separation Scheme (TSS) situated off Casquets.
3. Dover Strait Traffic Separation Scheme (TSS).

For further details of MAREP, see Reporting Systems under the United Kingdom in this publication.

CALDOVREP, a mandatory reporting system under SOLAS regulations, is operational within a 65-mile stretch of the Dover Traffic Separation Scheme (TSS).

For further details of CALDOVREP, see Pub. 191, Sailing Directions (Enroute) English Channel.

Special IMO provisions have been established for the Traffic Separation Scheme (TSS) situated off Ile d'Ouessant and French national regulations apply to vessels using the Inshore Traffic Zone of the TSS and the nearby inner channels.

In addition, CORSEN-OUESSANT, a Vessel Traffic Service (VTS) system, which is mandatory under SOLAS regulations, is in operation within an area with a radius of 35 miles centered on Ile d'Ouessant.

For further details of these regulations, see Pub. 191, Sailing Directions (Enroute) English Channel.

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Page 185—Lines 48 to 49/R; read:

Stationery Office.

Reporting Systems

The English Channel and Dover Strait Movement Report System (MAREP) is a voluntary reporting system which applies to the following vessels:

1. All merchant vessels of 300 grt and over.
2. Any vessels "not under command" or at anchor in a Traffic Separation Scheme (TSS) or an Inshore Traffic Zone (ITZ).
3. Any vessel "restricted in its ability to maneuver".
4. Any vessel with defective navigational aids.

The reporting area is bound as follows by:

1. A line between the SW Lanby (48˚30'N., 5˚50'W.) and Bishop Rock Light (49˚50'N., 6˚21'W.).
2. A line joining North Foreland (51˚22'N., 1˚28'E.) to the Belgian coast through Mid Falls lighted buoy (51˚19'N., 1˚47'E.).

Vessels should report to the appropriate shore station as follows:

1. TSS off Ouessant—10 miles before entering the TSS or the associated ITZ.
2. TSS off Casquets—10 miles before entering the TSS or the associated ITZ.
3. TSS in the Strait of Dover and adjacent waters:
   (a) E-bound vessels—2 miles before crossing a line joining Royal Sovereign Light Tower (50˚43'N., 0˚26'E.) to the French coast through Bassurelle lighted buoy (50˚33'N., 0˚58'E.).
   (b) SW-bound vessels—2 miles before crossing a line joinging North Foreland to the Belgian coast through Mid Falls lighted buoy.
   (c) On departure from a port within the ITZ.

In addition, vessels should maintain a continuous listening watch on VHF channel 16, on VHF channel 80 for Jobourg Traffic, and, if possible, on the main calling frequencies of the relevant shore stations.

Vessels with no defects should send a Position Report (POSREP). Vessels with defects (not under command, restricted in their ability to maneuver, defective navigational aids, etc.) should send a Defect Report (DEFREP). If necessary, a subsequent amending report (CHANGEREP) should be sent.

All reports should be made in English and the following details should be given, as appropriate, prefixed MAREP and followed by POSREP, DEFREP, or CHANGEREP, as appropriate:

Designator	Information Required
ALFA	Name and call sign of vessel.
BRAVO	Day of month (2 figures) and time in hours and minutes (UT/GMT in 4 figures).
CHARLIE	Latitude (4 figures N or S) and longitude (5 figures E or W).
DELTA	True bearing (3 figures) and distance in miles (2 figures) from identified sea or landmark.
ECHO	True course in degrees (3 figures).
FOXTROT	Speed in knots and tenths of knots (3 figures).
GOLF	Last port of call.
INDIA	Destination.
MIKE	VHF channel monitored.
OSCAR	Deepest draft, in meters and centimeters.
PAPA	Type and quantity of cargo.
QUEBEC	Brief details of damage, deficiencies, or other limitations (Omit if nothing to report).
XRAY	Any other useful information (Omit if nothing to report).

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These reports should be made to the following designated shore stations:

TSS	MAREP Receiving Station	VHF Channel
Ouessant (Ushant)	Ouessant Traffic	13, 79
Casquets	Jobourg Traffic	13, 80
	Portland Coastguard	16, 69
Dover Strait	Griz Nez Traffic	13, 79
	Dover Coastguard	16, 69

Information broadcasts, which are preceded by an announcement on VHF channel 16, are made in English and French as follows:

Station	VHF Channel	Clear Visibility	Restricted Visibility
Ouessant	79	H+10	H+10
Traffic		H+40	H+40
Jobourg	80	H+20	H+20
Traffic		H+50	H+50
Griz Nez	79	H+10	H+25
Traffic			
Dover	11	H+40	H+55
Coastguard		(English only)	

Restricted visibility means when visibility is less than 2 miles.

These broadcasts contain navigational and traffic information on movements of vessels which appear to be navigating within a TSS contrary to the requirements of Rule 10 of the International Collision Regulations (72 COLREGS).

Urgent information will be broadcast at any time as necessary.

Note.—CALDOVREP, a mandatory reporting system under SOLAS regulations, has been established (1999) in a 65-mile stretch of the Dover Traffic Separation Scheme (TSS).

CORSEN-OUESSANT, a Vessel Traffic Service (VTS) system, has been established in the W approaches to the English Channel. It is a mandatory reporting system under SOLAS regulations and operates within an area with a radius of 35 miles centered on Ile d'Ouessant. Special IMO provisions have also been established for vessels using the Traffic Separation Scheme (TSS) situated off Ouessant (Ushant).

The Channel Navigation and Information Service (CNIS) operates from Dover Strait Coast Guard and CROSSMA Griz Nez. The broadcasts include information concerning traffic, navigation, and visibility.

For further details of these reporting systems and regulations, see Pub. 191, Sailing Directions (Enroute) English Channel.

An automatic ship identification and ship reporting system (AIRS) has been established to monitor the movements of vessels around the British Isles including the Dover Strait. The system utilizes the capability of the VHF DSC installations adopted for the Global Marine Distress and Safety System (GMDSS).

Search and Rescue

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Page 4—Lines 11/L to 6/R; read:

4. In the Dover Strait.

All these Traffic Separation Schemes (TSS) are IMO-adopted and Rule 10 of The International Regulations for Preventing Collisions at Sea (72 COLREGS) applies.

Special provisions have been adopted by IMO for use in the TSS lying NW of Ile d'Ouessant. French national regulations govern navigation in the Inshore Traffic Zone of this scheme and certain channels off the NW coast of Bretagne.

For details of the IMO special provisions and French regulations, see Sector 3.

For details of the TSS lying N of Casquets, see Sector 4.

For details of the TSS lying within the Dover Strait, see Sectors 6 and 7.

Reporting Systems.—The Ship Movement Reporting System (MAREP) is a voluntary reporting system and its objectives are to assist the mariner, to improve safety of navigation in the English Channel and Dover Strait, and to reduce the risk of pollution off the coasts of the United Kingdom and France in this area.

Vessels are requested to report to the appropriate shore station when approaching the following:

1. The TSS off Ile d'Ouessant.
2. The TSS off Casquets.
3. The TSS within the Dover Strait.

For further details of MAREP, see Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea.

The Dover Strait Reporting System (CALDOVREP) is a mandatory reporting system under SOLAS regulations which operates in a 65-mile stretch of the Dover Traffic Separation Scheme (TSS). In order to enhance safe navigation, shore based facilities at Gris Nez Traffic and Dover Coastguard monitor shipping movements and provide information pertaining to navigational hazards and weather conditions. For further details concerning CALDOVREP, see Sector 6.

The CORSEN-OUESSANT Vessel Traffic Service (VTS) is a mandatory reporting system under SOLAS regulations which operates within a 35-mile circular area centered on Ile d'Ouessant. For further details of this VTS, see Sector 3.

Special regulations and reporting procedures apply to tankers transporting hydrocarbons and to vessels transporting dangerous substances navigating in the approaches to the French coasts of the North Sea, English Channel, and the Atlantic between the Belgian border and Spanish border. Such vessels preparing to pass through or stop within French Territorial Waters are required to send a message to the appropriate CROSS station giving their intended movements. In addition, such vessels must use the

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designated Mandatory Access Routes and Channels when approaching a port or roadstead.

For further details of these special procedures, see Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean.

An automatic ship identification and ship reporting system (AIRS) has been established to monitor the movements of vessels around the British Isles including the Dover Strait. The system utilizes the capability of the VHF DSC installations adopted for the Global Marine Distress and Safety System (GMDSS).

Navigation.—The Netherlands Hydrographic Service publishes, in English,

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Page 43—Lines 39 to 50/R; read:

Traffic Separation Scheme.—An IMO-adopted Traffic Separation Scheme (TSS) lies NW of Ile d'Ouessant and may best be seen on the chart.

A lighted buoy, equipped with a racon, is moored 18.5 miles N of Creac'h Point Light (48˚28'N., 5˚08'W.) at the NE side of the TSS.

A Lanby, equipped with a racon, is moored about 28 miles WNW of Creac'h Point Light at the SW side of the TSS.

Regulations.—Special regulations and reporting procedures apply to tankers transporting hydrocarbons and to vessels transporting dangerous substances navigating in the approaches to the French coasts of the North Sea, English Channel, and the Atlantic between the Belgian border and the Spanish border.

Such vessels preparing to pass through or stop within French Territorial Waters are required to send a message to the appropriate CROSS station 6 hours in advance giving their intended movements. In addition, such vessels must maintain a listening watch on VHF channel 16 and use the designated Mandatory Access Routes and Channels when approaching a port or roadstead.

Navigation at less than 7 miles from the French coast is forbidden for vessels over 1,600 grt carrying dangerous cargoes in bulk, except in the Dover Strait.

For further details of these special procedures, see Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean.

In addition, the IMO has adopted the following special provisions for vessels using the TSS off Ile d'Ouessant:

1. The nearshore traffic lane, 3 miles wide, for NE-bound vessels, must not be used by:

(a) Tankers transporting hydrocarbons as listed in Annex I, Appendix I, to the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78); or by:

(b) Vessels carrying certain noxious liquids in bulk classed in categories A, B, C, and D cargoes listed in Annex II, Appendix II, to the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78); or by:

(c) Vessels transporting fissile or irradiated materials.

2. Such vessels may use the outer traffic lane, 6 miles wide, for NE-bound ships, but only if fitted with an electronic position-fixing appliance appropriate to the area.

Such vessels not so fitted shall avoid the TSS by as wide a margin as possible in accordance with Rule 10(h) of The International Regulations for Preventing Collisions at Sea (72 COLREGS).

This lane may also be used by other vessels, but only if they are fitted with an electronic position-fixing appliance.

3. The traffic lane, 5 miles wide, for SW-bound vessels may be used by all ships. However, tankers in ballast and vessels referred to in sub-paragraphs l (a) and (b) above shall, so far as practicable, keep within the outer half of the lane.

The IMO states that navigation in the Inshore Traffic Zone at the SE side of this TSS is subject to French national regulations. These regulations state that traffic movements are to be in accordance with Rule 10 (72 COLREGS).

The following regulations, promulgated by the French authorities, affect the Inshore Traffic Zone (ITZ) and certain inner channels lying off NW Bretagne:

1. Navigation is prohibited in Chenal du Four, Chenal de la Helle, Passage du Fromveur, and in Raz de Sein except to the following categories of vessels:

(a) French government vessels.

(b) Rescue craft and those giving assistance to others.

(c) Passenger vessels employed on local services.

(d) Fishing vessels with lengths less than 35m.

(e) Pleasure craft.

Exceptions are possible under certain circumstances for other types of vessel, notably vessels under 1,600 grt not carrying passengers or dangerous goods.

2. Vessels transiting the ITZ or the above channels must report to the CORSEN-OUESSANT Vessel Traffic Service (VTS) 2 hours before commencement of their passage.

Reporting System.—The CORSEN-OUESSANT Vessel Traffic Service (VTS) system, with full radar surveillance, is in operation in the vicinity of the TSS lying off Ile d'Ouessant. This VTS is mandatory under SOLAS regulations and covers a circular area with a 35-mile radius centered on Ile d'Ouessant.

All vessels over 300 grt entering the area must report to Ouessant Traffic (Ushant Traffic) on VHF channel 13 or 79 and give the following information:

Designator	Information Required
ALFA	Name, call sign, and IMO number.
CHARLIE or DELTA	Position.
ECHO	Course.
FOXTROT	Speed.
PAPA	Cargo if presence on board of potentially dangerous cargo (for vessels in the NE-bound lane of TSS).
QUEBEC	Defects (if relevant)
ROMEO	Pollution/dangerous goods lost overboard.

The VTS Traffic Center broadcasts bulletins in French and English on VHF channel 79, following an announcement on channel 16, concerning marine traffic, urgent warnings, and

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weather information. These broadcasts are made at 10 and 40 minutes past every hour.

Regular weather bulletins are given every 3 hours from 0150 GMT (UT).

If required, the VTS Traffic Center is capable of providing individual information to vessels with regard to positioning and navigational assistance.

The CORSEN-OUESSANT VTS operates the following shore stations:

1. Ouessant Traffic Control Center at CROSS Corsen (48˚24.9'N., 4˚47.2'W.)—VHF channels 13 and 79.
2. Le Stiff at Ile d'Ouessant radar tower (48˚28.6'N., 5˚03.1'W.)—VHF channel 16.
3. Saint-Mathieu Stiff at Vigie de Saint-Matheiu (48˚19.8'N., 4˚46.2'W.)—VHF channel 16.
4. La Chevre at Cap de la Chevre (48˚10.2'N., 4˚33.0'W.)—VHF channel 16.
5. La Raz at Vigie du Raz (48˚02.3'N., 4˚43.8'W.)—VHF channel 16.

Stations 2, 3, 4, and 5 can be used to relay radio communications to the Traffic Control Center.

Note: Due to the CORSEN-OUESSANT Vessel Traffic Service (VTS) being mandatory in this area, vessels are advised that this system takes preference over the Ship Movement Report System (MAREP), which is voluntary.

(BA NP 287 Vol.7; NIMA) 1/00

Page 44—Lines 1/L to 11/R; strike out:

(NIMA) 1/00

Page 59—Lines 28/L to 12/R; read:

Directions.—A Traffic Separation Scheme (TSS) lies NW of Casquets. The Inshore Traffic Zone (ITZ) is designated as the area located between the S boundary of the TSS and the Channel Islands bounded by lines drawn from the SW corner of the scheme to Les Hanois Light (SW Guernsey), from Saint Martin's Point Light (SE Guernsey) to the S extremity of Sark, from the E extremity of Sark to Quenard Point (NE extremity of Alderney), and from Quenard Point to the SE corner of the scheme.

The general route for vessels making for Guernsey, Jersey, and the N Brittany coast from the N is either to the W of Casquets or through the Race of Alderney between Cap de la Hague and Alderney.

The Swinge, between Alderney and the island of Burhou, can also be used in clear weather and favorable conditions. Ortac Channel, to the W of **Burhou** (49˚44'N., 2˚16'W.), is used less frequently.

Due to the unevenness of the sea bed and the varying rate of the tidal currents, heavy overfalls, which can be dangerous, occur in both the Race of Alderney and The Swinge.

Caution.—Considerable variations in refraction caused by atmospheric conditions have been observed in the vicinity of the Channel Islands.

The practice of taking regular and careful

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Page 59—Lines 48 to 53/R; read:

A dumping ground area for explosives lies centered about 8 miles NW of Alderney with a disused dumping ground area situated close S of it. The limits of these areas may best be seen on the chart.

Another disused dumping ground area, the limits of which may best be seen on the chart, lies about 8 miles SW of Guernsey.

Offshore Routes.—An IMO-adopted Traffic Separation Scheme (TSS) lies NW of Les Casquets and may best be seen on the chart. Rule 10 of The International Regulations for Preventing Collisions at Sea (72 COLREGS) applies in this scheme.

A Lanby (Channel), equipped with a racon, is moored 23 miles WNW of Casquets at the W end of the TSS.

A lighted buoy (East Channel), equipped with a racon, is moored 16.5 miles ENE of the Lanby and 3 miles WSW of the E end of the TSS.

Regulations.—The IMO has issued the following recommendations concerning navigation in the immediate vicinity of the TSS off Casquets:

1. Subject to factors that may affect safe navigation, vessels proceeding from the W part of the English Channel to the Dover Strait or vice versa should use the TSS off Casquets.
2. The Race of Alderney should not be used by vessels other than those proceeding to and from ports in the Channel Islands, to and from ports situated on the French coast between Cherbourg and Ouessant, or to and from the inshore routes in the vicinity of Ouessant.
3. The EC1, EC2, and EC3 lighted buoys are moored 23 miles NNE, 40 miles NE, and 62 miles ENE, respectively, of Cap de la Hague; each is centered within an area to be avoided of 2 miles radius. Vessels proceeding from the TSS off Casquets to the Dover Strait TSS, or vice versa, are recommended to leave these mid-channel areas to be avoided to port, proceeding parallel to a line joining the centers of the areas.
4. Vessels crossing the E or W traffic flow between the TSS off Casquets and the Dover Strait TSS should do so as nearly as practical at right angles. Vessels joining or leaving these traffic flows should do so at as small an angle as practicable.

Special regulations and reporting procedures apply to tankers transporting hydrocarbons and to vessels transporting dangerous substances navigating in the approaches to the French coasts of the North Sea, English Channel, and the Atlantic between the Belgian border and Spanish border. Such vessels preparing to pass through or stop within French Territorial Waters are required to send a message to the appropriate CROSS station giving their intended movements. In addition, such vessels must use the designated Mandatory Access Routes and Channels when approaching a port or roadstead.

For further details of these special procedures, see Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean (France).

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Reporting Systems.—The Ship Movement Reporting System (MAREP) is a voluntary reporting system and its objectives are to assist the mariner, to improve safety of navigation in the English Channel and Dover Strait, and to reduce the risk of pollution off the coasts of the United Kingdom and France in this area.

All merchant vessels of 300 grt and over are requested to report to the appropriate shore station when approaching the following:

1. The TSS off Ile d'Ouessant.
2. The TSS off Casquets.
3. The TSS within the Dover Strait.

For further details of MAREP, see Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea (United Kingdom).

Vessels in this area are also advised to listen to the appropriate VHF broadcasts by the Channel Navigation and Information Service (CNIS). This service, which is operated from Dover Strait Coast Guard and CROSSMA Griz Nez, provides information concerning traffic, navigation, and visibility.

(NIMA) 1/00

Page 69—Lines 31 to 54/R; strike out:

(NIMA) 1/00

Page 70—Lines 1 to 10/L; strike out:

(NIMA) 1/00

Page 100—Lines 32 to 33/R; read:

a close quarter situation is to reduce speed or stop.

Special regulations and reporting procedures apply to tankers transporting hydrocarbons and to vessels transporting dangerous substances navigating in the approaches to the French coasts of the North Sea, English Channel, and the Atlantic between the Belgian border and Spanish border. Such vessels preparing to pass through or stop within French Territorial Waters are required to send a message to the appropriate CROSS station giving their intended movements. In addition, such vessels must use the designated Mandatory Access Routes and Channels when approaching a port or roadstead.

For further details of these special procedures, see Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean.

Traffic Separation Schemes.—An IMO-adopted Traffic Separation Scheme (TSS) is situated in the Dover Strait and Rule 10 of The International Regulations for Preventing Collisions at Sea (72 COLREGS) applies.

Information Service.—Vessels in the vicinity of the Dover Strait TSS are advised to listen to the appropriate VHF broadcasts given by the Channel Navigation and Information Service (CNIS). This service, which is operated from Dover Strait Coast Guard and CROSSMA Griz Nez, provides information concerning traffic, navigation, and visibility.

CNIS broadcasts are given on VHF channel 11 by Dover Coast Guard at 40 minutes past the hour (additional broadcasts at 55 minutes past the hour when visibility is less than 2 miles) and by Griz Nez Traffic at 10 minutes past the hour (additional broadcasts at 25 minutes past the hour when visibility is less than 2 miles).

Reporting Systems.—CALDOVREP, a mandatory reporting system under SOLAS regulations, has been established (1999) in a 65-mile stretch of the Dover Traffic Separation Scheme (TSS).

In order to enhance safe navigation, shore based facilities at Gris Nez Traffic and Dover Coastguard will monitor shipping movements and provide advise and information pertaining to navigational hazards and weather conditions.

The following vessels are required to participate in the system:

1. All vessels over 300 grt.
2. All vessels 300 grt and under when either:
   (a) not under command or at anchor in the TSS or its ITZ.
   (b) restricted in ability to maneuver.
   (c) having defective navigational aids.

The reporting system area is bound to the E by a line extending between North Foreland Light (51˚23'N., 01˚27'E.) and the France/Belgium border (51˚05'N., 02˚33'E.); and to the W by a line extending from the Royal Sovereign Tower through Bassurelle lighted buoy (50˚33'N., 00˚58'E.) to the coast of France.

Vessels should report as follows:

1. NE-bound traffic—to Gris Nez Traffic on VHF channel 13 when 2 miles prior to crossing the SW system limit line.
2. SW-bound traffic—to Dover Coastguard on VHF channel 11 when within VHF range of North Foreland and not later than when crossing the NE system limit line.
3. When departing from a port within the ITZ of the TSS.

Special reporting arrangements can be made on a ship-by-ship basis, subject to approval by both system traffic stations.

Reports should be made by VHF. However, when reporting to Dover Coastguard, vessels may fulfill the reporting requirement of CALDOVREP through the use of automatic ship identification (AIRS) transponders (see paragraph 1.1).

Reports to the traffic stations must include the following:

Designator	Information Required
A	Name, call sign, IMO identification or MMSI number for transponder reports.
C or D	Position.
E or F	Course and speed.
O	Draft.
L	Route information.
P	Hazardous cargo, class and quantity.
Q or R	Breakdown, damage and/or deficiencies affecting the structure, cargo, or equipment of the vessel or any circumstances affecting normal navigation in accordance with SOLAS and/or MARPOL conventions.

The Ship Movement Reporting System (MAREP) is a voluntary reporting system operating in the English Channel and Dover Strait.

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All merchant vessels over 300 grt are requested to report to the appropriate shore station when approaching the following:

1. The TSS off Ile d'Ouessant.
2. The TSS off Casquets.
3. The TSS within the Dover Strait.

For further details of MAREP, see Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea (United Kingdom).

Note: Due to the CALDOVREP reporting system being mandatory in the area of the Dover Strait TSS, vessels are advised that this system takes preference over the Ship Movement Report System (MAREP), which is voluntary.

Directions

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Page 123—Lines 39 to 42/R; read:

Note.—The Dover Strait Reporting System (CALDOVREP) is a mandatory reporting system under SOLAS regulations which operates in the Dover Traffic Separation Scheme (TSS).

For further details concerning CALDOVREP, see Sector 6.

The Ship Movement Reporting System (MAREP) is a voluntary reporting system operating in the English Channel and Dover Strait. Vessels are requested to report to the appropriate shore station when approaching the following:

1. The TSS off Ile d'Ouessant.
2. The TSS off Casquets.
3. The TSS within the Dover Strait.

For further details of MAREP, see Pub. 140 (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea (United Kingdom).

(NIMA) 1/00